HONDA ServiceNews October 2003

Jump-Starting With Ignition in ON (II) Can Set DTC P0606

If you need to jump-start a '03–04 Accord L4 or '03 Element (or any vehicle for that matter) with a low battery (the voltage is less than 5 volts), make sure you turn the ignition switch to LOCK (0) before you connect the jumper cables. If you connect the cables with the ignition switch in ON (II), DTC P0606 (PCM processor malfunction) could set. If you get this DTC, use the HDS to clear it, then charge the battery. After charging the battery, start the engine (the MIL should come on and then go off). If the MIL comes on and then goes off, return the vehicle to your customer. If the MIL comes on with DTC P0606, refer to the troubleshooting procedures for this DTC in the Fuel and Emissions section of the appropriate S/M.

Surge, Hesitation, Jerking, Bucking: '03 Civic Hybrid

A faulty EGR valve can cause '03 Civic Hybrids to surge, hesitate, jerk, or buck between 20 and 60 mph. To check if the EGR valve is the culprit, unplug its 6P connector, and test-drive the vehicle. If the engine runs smoothly with the connector unplugged, the EGR valve is bad and must be replaced. With the EGR valve connector unplugged during the test-drive, the ECM/PCM sets DTC P1491 (EGR valve insufficient lift) and the MIL comes on. So make sure you clear this DTC.

PCM Software Can Cause DTC P0128 or P1486

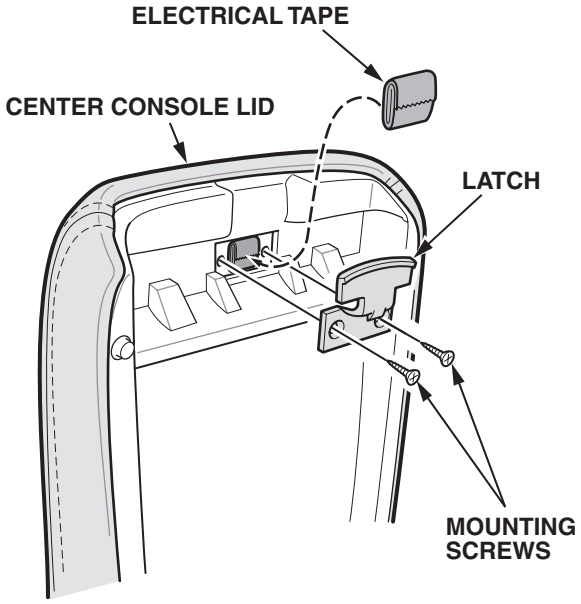
If you're troubleshooting a '01 Accord or '01–02 Civic with DTC P0128 (cooling system malfunction) or DTC P1486 (cooling system malfunction) set, here's something to keep in mind: The problem may not be the coolant thermostat, but a deficiency in the ECM/PCM software. Under certain driving conditions after a cold start, the ECM/PCM can miscalculate how fast the engine coolant temperature rises and set DTC P0128 or P1486.

If the heater and temperature gauge work OK, don't replace the thermostat for this DTC; it doesn't give a lasting repair. Instead, do this: For '01 Accords, replace the ECM/PCM (see S/B 01-064, *MIL Comes On With DTC P0128*); for '01–02 Civics, update the ECM/PCM software (see S/B 03-002, *2001–02 Civic: MIL Comes On With DTC P0128*).

Center Console Lid Doesn't Latch or Stay Latched

Got a '03 Pilot owner complaining that the center console lid doesn't latch or stay latched? Here's how to fix it:

1. Remove the center console lid latch (two screws).



2. Fold and trim a piece of electrical tape so it fits between the lid and the latch. (This lowers the latch so it can catch the slot in the console.)
3. Reinstall the latch.
4. Check the lid to make sure it latches and stays latched. If the latch still doesn't hold the lid closed, add more tape or add tape to the area above the mounting screws. (This tilts the latch back slightly so it engages the slot better.)

This tip came to us from **Andrew Golding** of Yuba City Honda in Yuba City, CA. Thanks, Andrew.

Don't Install '03 Accord Day/Night Mirror in '04 Model

If you happen to install an accessory '03 Accord Automatic Day/Night Mirror (P/N 08V03-SDA-100, H/C 7224397; P/N 08V03-SDA-101, H/C 7425366) in an '04 Accord, the SRS indicator would come on and SRS DTC 85-61 (no signal from the OPDS unit), DTC 81-61 [no signal from the front passenger's weight sensor unit (with side airbag)], or both, would set. To avoid these problems, don't install an accessory day/night mirror in a '04 Accord. Instead, wait until the '04 parts are available.

Tips From Training: Adjust HDS Screen Sensitivity

Rick Donia, Training Center Coordinator in French Camp, CA, passed along this great tip for when you're using the HDS. He says that if you tap on the HDS screen but it doesn't always respond to your tap, you can adjust the screen sensitivity by adjusting the brightness. Just turn down the brightness and the screen becomes more sensitive to your touch; turn up the brightness, and the screen becomes less sensitive. Rick also recommends using your finger as a tapping tool instead of using a stylus. Your finger doesn't leave ink marks or scratch the screen, and you never have to worry about misplacing it.

M/T Hard to Shift Into 1st Gear; Grinds Into Reverse

NOTE: This article applies to '98–04 Accords, '96–03 Civics, '97–03 CR-Vs, '03 Elements, '01–03 Insights, and '00–03 S2000s.

If you're getting complaints that the M/T is hard to shift into 1st gear or that it grinds into Reverse, there may not be enough lubrication on the clutch disc spline. If the spline isn't lubricated sufficiently, the clutch disc can drag against the flywheel when the clutch is disengaged. This clutch drag is what makes it a hassle to engage 1st gear and Reverse when the engine is running, especially when the clutch and M/T are cold. To fix this problem and prevent it from happening again, apply a thin coat of super high temp urea grease (P/N 08798-9002, H/C 3720984) to the mainshaft splines.

2nd Row Passenger's Beverage Holder *Isn't* a Step

If an owner of an '02–03 Odyssey comes in with a broken 2nd row passenger's beverage holder, look it over carefully before you replace it. If there are no broken parts, just snap the holder back into place. The beverage holder has a break-away feature that keeps it from getting damaged if it's accidently stepped on. But if you spot broken parts, and it looks like the result of beverage holder abuse, your customer is going to be shelling out some bucks; that damage *isn't* covered by warranty.

S/B 02-062 Covers *Only* A/T and Torque Converter

NOTE: This article applies to '00–01 Accords, '99–01 Odysseys, and '00–01 Preludes.

Service Bulletin 02-062, *Warranty Extension: Accord, Odyssey, and Prelude Automatic Transmission*, extends the warranty on just the A/T and torque converter to **7 years or 100,000 miles**, whichever comes first. It's been updated to include labor time for straining the ATF when diagnosing the A/T or torque converter.

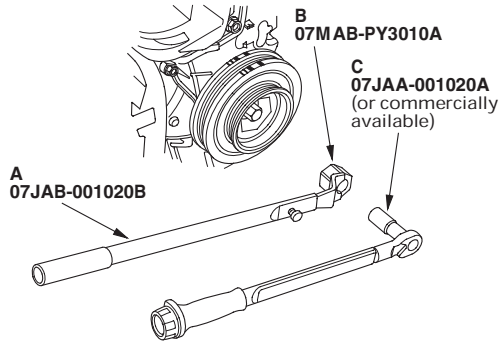
If you're retrieving and clearing DTCs, straining the ATF, replacing solenoids, or doing other diagnostic procedures that *aren't* related to replacing the A/T or torque converter, and the vehicle is covered by its normal warranty, don't use S/B 02-062 to file a claim. Instead, use S/B 98-061, *Automatic Transmission In-Warranty Exchange Program*. If the vehicle isn't covered by its normal warranty, your customer will need to pay for any repairs or you'll need to get goodwill approval from your dealership's DPSM.

S/M Fix: Crankshaft Pulley Installation, '01–04 Civic

You need to fix the crankshaft pulley installation procedure on page 6-13 of the 2001–04 Civic S/M.

In your copies of the S/M, make these changes:

2. Install the crankshaft pulley, and tighten the bolt to ~~245~~ 200 N·m (~~25.0~~ 20.3 kgf·m, ~~181~~ 148 lbf·ft). Do not use an impact wrench.
   - –1 Hold the pulley with the holder handle (A) and holder attachment (B).
   - –2 Tighten the bolt with a torque wrench and 19 mm socket (C).



~~3. Tighten the pulley bolt an additional 90°.~~

3 ~~4~~. Install the splash shield.

4 ~~5~~. Install the left front tire/wheel.

Getting to Know XM Satellite Radio®

First there was cable TV. Then along came satellite TV. Now there's satellite radio. Welcome to the 21st Century! Honda is factory-installing XM Satellite Radio in several of its '04 models. Here's some useful info about this new feature:

- XM Satellite Radio comes factory installed on all '04 Accord L4 EX-Ls and '04 Accord V6 EXs.
- You need to activate the XM satellite radio dealer demo service at PDI. Once activated, the radio gets XM's 100 channels of digital programming broadcast from their two fixed-orbit satellites and network of ground antennas (repeaters) for **1 year or until the Retail Delivery Registration (RDR) is submitted**. The latest *Pre-Delivery Inspection Checklist - Cars* on ISIS includes a check for activating the XM satellite radio demo service.
- If the dealer demo service runs out while the vehicle is still in dealer inventory, you need to call XM at **800-852-9696** to renew the service. The moment you hear their automated menu, immediately enter Honda priority code **9466**; your call will be routed to one of their agents. When the agent answers, ask for rapid demo activation.
- After the vehicle is sold and the RDR is submitted, a customer record is sent to XM. This triggers the **90-day** customer trial period. During this time, XM sends the customer a welcome kit, followed later by offers to continue their service once the trial period runs out.
- If the customer decides not to continue service, the radio stops getting XM's 100 channels and reverts to a preview mode. The AM and FM part of the radio isn't affected by ending the service.
- If the XM radio receiver needs replacing, call XM at **800-852-9696**. When you call, have your dealer number, the VIN, and the XM radio ID numbers from the label on the outside of the old and new XM receiver units
- XM offers service to the continental U.S. only. They don't offer it to Guam, Hawaii, Alaska, Canada, Mexico, or Puerto Rico, nor do they have plans to do so at this time.
- For more info about XM Satellite Radio, including a complete listing of their available channels, visit their website at *www.xmradio.com*.

Activating A Factory-Installed XM Satellite Radio

Need to activate the XM satellite radio at PDI or after XM receiver replacement? Follow these steps to make short work of it.

1. Park the vehicle outside where you have a clear view of the southern sky. Turn on the radio, and press the **SAT RADIO** button.

2. Turn the **TUNE** knob to **0**, and then record the eight-digit XM radio ID number that appears in the radio display. Make sure you check the ID number carefully; there's no **I**, **O**, **S**, or **F** used. Turn the **TUNE** knob to **1** (Channel 1 is the XM Preview Channel) to make sure you're getting the XM signal.

3. Log into the Interactive Network (*i*N). From the main menu, click on **Service**, click on **Service Bay**, and then click on **XM Radio Registration**. This takes you to the **DEALER ACTIVATION REFRESH** screen on XM's website. If you can't get this screen, call the *i*N Support Center at **800-245-4343**.

   NOTE: If you don't have access to *i*N, call XM at **800-852-9696**. The moment you hear their automated menu, immediately enter Honda priority code **9466**; your call will be routed to one of their agents. When the agent answers, ask for rapid demo activation.

4. From the **DEALER ACTIVATION REFRESH** screen, enter the eight-digit XM radio ID number you recorded in step 2, and then click on **Submit**.
5. From the **ACTIVATION REFRESH** screen, follow the screen prompts. If you entered the ID number wrong or if the number isn't recognized, you see an error screen.

6. Make sure the radio is turned on and tuned to Channel 1. Once XM gets your activation request, they immediately send out an activation signal, and they keep sending the signal every **10 minutes** for up to **2 hours**. If you miss this window, you must refresh again.

7. Make sure the radio receives all of the available XM radio channels.

   NOTE: XM has seven channels with explicit language. These channels are marked with an **XL** in the radio display. Keep this in mind if you happen to demo the radio for customers.

S/M Fix Revisited: SRS DTCs, ’01–02 Accord

In the June ’02 issue of *ServiceNews*, we told you about some errors in the troubleshooting procedures for SRS DTCs 13-1, 13-2, 14-1, and 14-2 on page 23-203 of the 1998–02 Accord S/M. Although our intentions were good, we gave you some bad info. Make these changes to the changes you made in your copies of the S/M:

DTC 13-1, 13-2: Internal Failure of the driver’s side impact sensor

1. Erase the DTC memory (see page 23-45).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about 6 seconds and then goes off.

Does the SRS indicator light stay on?

~~**YES**~~ ~~Replace the SRS unit (see page 23-299).~~ ■

NO Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 23-45).

driver's

YES - Faulty ~~front passenger's~~ side impact sensor or SRS unit; replace the ~~front passenger's~~ side impact sensor. If the problem is still present, replace the SRS unit.

driver's

DTC 14-1, 14-2: Internal Failure of the front passenger’s side impact sensor

1. Erase the DTC memory (see page 23-45).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about 6 seconds and then goes off.

Does the SRS indicator light stay on?

~~**YES**~~ ~~Replace the SRS unit (see page 23-299).~~ ■

NO Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 23-45).

YES - Faulty front passenger's side impact sensor or SRS unit; replace the front passenger's side impact sensor. If the problem is still present, replace the SRS unit.

S/M Fix: Fuel Pressure Reg Specs, ’03–04 Accord V6

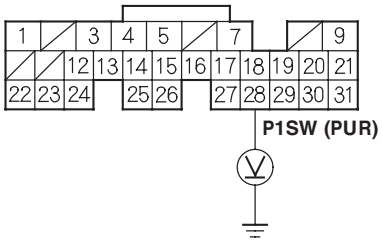
The Fuel and Emissions table listed on page 2-5 of the 2003–04 Accord V6 Supplement has some wrong info for the fuel pressure regulator specs. In the **Measurement** column, change the text to read Pressure with fuel pressure gauge connected. In the **Standard or New** column, change the spec to read 380–430 kPa (3.9–4.4 kgf/cm^2, 55–63 psi).

S/M Fix: Low Fuel Indicator, 01–04 Civic GX Supplement

You need to fix the low fuel indicator troubleshooting procedure on page 11-97 of the 2001–04 Civic GX Supplement. Change your copies of the S/M to look like this:

6. Measure voltage between PCM connector terminal E28 and body ground.

PCM CONNECTOR E (31P)



Wire side of female terminals

Is there more than 3 V?

YES Go to step 7.

NO Update the PCM if it does not have the latest software, or substitute a known-good PCM, then recheck (see page 11-6).
If the symptom/indication goes away with a known-good PCM, replace the original PCM. ■

NO - Replace the P1 fuel pressure regulator. Then disconnect the negative cable from the battery for a few seconds to reset the blinking low fuel indicator. ■

AUTOMOTIVE Youth Educational Systems YES ®

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